



# Henfield Neighbourhood Plan 2017-2031

## Transport and Travel Focus Group Report



**28<sup>th</sup> May 2019**

## **Transport and Travel Focus Group Report**

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## **1. Summary**

The focus group researched a great deal of data from West Sussex County Council, Sussex Police, Horsham District Council, Henfield Parish Council and the public by way of surveys ranging from paper delivery to houses to social media. A member also conducted a traffic flow count.

The traffic flow count suggested that the previous counts, when extrapolated, have understated the levels that are now apparent. It certainly suggests that there would be value in revisiting the more formal surveys.

The canvassing of the public and the research indicate that the most significant problems in Henfield are seen as congestion in the High Street (especially outside the One Stop shop), the junction of the High Street and Church Street and excessive speed generally.

A number of options have been drawn up, focusing on the provision of physical features that do not rely on enforcement action, as there is little prospect of sufficient enforcement activity to make a difference. These will be further developed under the auspices of the Parish Council and in conjunction with West Sussex County Council, additionally the possibility of voluntary and community action will be explored.

## **2. Introduction**

1.1 As part of the preparation of a Neighbourhood Plan, a Steering Group was formally set up on 2 August 2017 to oversee the production of the Neighbourhood Plan on behalf of Henfield Parish Council, who hold overall responsibility.

1.2 Six Focus Groups were established - each group comprising 5 or 6 members - to help gather detailed local information to inform the Neighbourhood Plan. These Focus Groups were: Housing & Development, Environment and Countryside, Community Facilities and Infrastructure, Transport and Travel, Local Economy, and Small Dole.

1.3 The specific policy areas and policies for the Transport and Travel Focus Group to address were:

Policy 7 – Car Parking (secondary)  
Policy 13 – Transport and Access

## **3. Vision of the Focus Group**

2.1 By 2031 Henfield will have become a place that has retained its pleasant rural ambiance and village status but has accommodated change to support a sustainable and resilient economy with a transport infrastructure that caters adequately for the private vehicle and improved public transport to provide a viable alternative to the private vehicle.

## **4. Work undertaken by the Focus Group**

### **Approach**

3.1 The group considered the vision and SWOT analysis prepared in the first iteration of the Henfield Neighbourhood Plan and considered them fit for purpose with the addition of Opportunities in respect of increased cycling facilities and electric car charging points – the former seemed very popular with the public whilst the latter reflects the fact that there are now 100,000 electric cars on the UK roads when ten years ago there were none.

3.2 The group took cognisance of the work already being done within the Lighting and Open Spaces Committee of Henfield Parish Council on what residents consider to be traffic problems within the village and what might be done about it – that work continues in parallel to the neighbourhood plan preparation.

3.3 The work referred to at 3.2 included an appeal via the parish magazine, also via the BN5 publication and the parish council facebook site – these are reproduced in detail in appendix \_\_ but it is notable that whilst the replies via conventional media generated replies measured in dozens the facebook site generated nearly 800 hits.

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3.4 The group considered the traffic elements and volume projections of both the East Wantley (Croudace) development and the West End Lane (Barretts) development.

3.5 One member of the group conducted a survey of traffic volumes on the key routes in and out of the village and compared it with the figures referred to at 3.4 – the results are detailed below.

3.6 The group investigated data from West Sussex County Council (WSCC) on traffic flows and this was incorporated into the work at 3.5 above where appropriate.

3.7 The group considered a report from Sussex Police on the accident trends on the A2037 as well as investigating accident data for the parish for the last six years – helpfully this revealed Henfield to be a low frequency of traffic collisions area with 2 fatal crashes, six serious injury crashes and 22 slight injury crashes. The fatal crashes had both occurred on the A2037 and were covered in the police report which did not recommend any changes to road design or engineering.

3.8 Bus time tables for all available services were obtained and considered.

3.9 The group considered the car park utilization data prepared annually, since 2010, by the Henfield Community Partnership. A member of the group also met with the cabinet member for Horsham District Council whose portfolio includes parking and several officers of the district council.

3.10 Members of the group attended seminars provided by WSCC on highways management and also the development of cycle ways.

3.11 The group considered data obtained by Hands off Henfield when they conducted a traffic count.

3.12 The group considered data from the housing needs survey, the state of the parish report, the survey of households and the Horsham District Council assessment of infrastructure needs. These being undertaken on behalf of the whole preparation of the Henfield Neighbourhood Plan.

## **5. Focus group general considerations and recommendation on solutions for future development.**

### **Traffic Volumes (Annex E)**

#### **Henfield 2017 Traffic census Northbound/Southbound during Peak Hours**

##### **Observation**

Whilst the following analysis does not claim to provide definitive answers the group believes that it does raise enough questions in respect of the previous surveys and projections to call them into question. It may well be appropriate for independent surveying to be done or for further more up to date research of traffic flows by WSCC whether using rubber strip technology to measure speed and flows or by other means.

#### **Henfield 2017 Traffic census Northbound/Southbound during Peak Hours**

##### **Conclusions**

- Northbound AM peak traffic is projected\* to increase by over 100% in 2019 from the 2011 census. Compound annual rate of growth Northbound since the 2011 census is 8.2%. Traffic from Deer Park & a quarter of the Barratts & Croudace developments are by definition included in the 2017 census.
- Overall Henfield traffic is growing at a rate of 6.1% pa – considerably higher than national averages.
- Southbound the situation is more mixed with morning and evening flows diverging from previous surveys undertaken by Barratts & WSCC, AM increasing by 67%, whereas evening flows are flat notwithstanding the Deer Park development (see social factors below). However it is relevant to note that Southbound traffic is split between the A281 & A2017 in the ratio of 55:45.
- It is clear from the census and analysis that commuting Northbound on the A281 to Horsham/Crawley/Gatwick/Haywards Heath/Burgess Hill is the major growth destination from the indigenous population, through traffic, as well as the new developments in Deer Park, Barratts & Croudace..
- There would appear to be a fundamental change in traffic patterns, in that previous census and projections all show peak PM peak figures greater than the peak AM figures. In all cases this has changed round, the peak AM figures are now higher, maybe slightly earlier, whereas in the evening the peak and average figures are less divergent. This may be partly explained by Construction workers returning earlier than other industries who may be returning later than they historically did.
- Care must be taken in using these statistics as a number of assumptions have to be made in understanding reasons for growth, and socio-economic factors.

## **The 2017 census**

As a component of the 2017 Henfield neighbourhood plan a traffic census was undertaken as follows:

- AM Northbound on the A281 over two days; at the same point returning traffic was measured PM.
- AM Southbound on the A281 over two days; at the same point returning traffic was measured PM.
- AM Southbound on the A2037 over two days; at the same point returning traffic was measured PM.
- Traffic was measured separately for cars, vans, lorries/buses, motor cycles, and bikes.

### **A. Points of note in regard to the census:**

1. Each measurement was undertaken over different days (in different weeks), which verified that there was an overall consistency on the volumes recorded.
2. Albeit "through traffic" could not be identified, the average volume of traffic northbound was matched by the volume of southbound traffic within 4%.
3. Peak hours AM are 7:30-8:30, apart from that leaving via the A2037 where the peak hour is half an hour later; PM – in the evenings there is little difference between peak and average volumes over the measured two hour period (most probably due to construction and other trades finishing at 4pm). Note that the peak hours are now earlier than they were in 2011.
4. Morning peak period traffic is more condensed, in the evening traffic is spread out over longer periods (ie average volumes PM are similar to peak volumes).
5. The 2017 census was measured in 30 minute slots, whereas historical surveys appear to be in 60 minute slots. Thus previously the "peak" hour was less accurate than in 2017.

### **B. Assumptions:**

- Since 2011 three major housing developments have received planning approval, (i) 131 houses on Deer Park, (ii) 172 (34 currently occupied) on West End Lane, and (iii) 102 (32 occupied) on Wantley.
- There is very limited scope for increase in local employment.
- Assumes 25 additional trips both north and southbound at peak times per 100 new households, calculated as follows:
  - Assumption that 40% are retired, unemployed or working from home.
  - Assuming two adults per household in most cases, at least on average 50% of these adults will need access to major centres of employment, eg Brighton, Horsham, Gatwick, Burgess Hill, etc. For example per 100 new homes, would result in 100 extra trips per day.
  - Further we assume that of these additional 100 trips, half would occur during the peak period.
  - Hence from the 66 occupied homes in West End Lane and Wantley plus the 131 new homes on Deer Park, these have contributed to 50

additional trips both north and southbound during the peak hours since 2011.

- Note that Brett (Deer Park) in 2013 estimated 30 extra trips northbound in the peak hour, whereas our 2017 assumptions arrive at 35 trips per hour northbound for Deer Park alone.
- Our assumptions are consistent with figures estimated by Croudace for the Wantley development.
- Public transport availability, single deck buses (max 72 passengers) twice an hour to Brighton and Horsham, and once an hour to Burgess Hill. During the survey, it was noticed that these buses were less than 50% occupied. The key growth is northbound, where a direct service just to Horsham fails to recognise destinations such as Crawley, Gatwick, Haywards Heath etc.

### **C. Information Sources:**

- Croudace planning proposal DC/13/1266, Motion Traffic Assessment No 1, Mar 2011, section 3.9 shows peak traffic AM & PM at 320 vehicles per hour, northbound.
- In 2012 Barratts measured traffic on the A2037 AM peak of 202 vehicles, and 238 PM, taken from Barratts planning application (Part 2 - d543d2c6-f96a-4320-9a09-bc2c5f19231f.TIF -DC/13/0787). Further Barratts estimated 2018 peak volumes on the A2037 of 231 vehicles AM, 267 vehicles PM.
- WSCC has a traffic monitor on the A281 southbound between Mill Drive and the 30mph restriction; traffic figures have been recorded since 2014. The other nearest recording points are at Cowfold, and Small Dole between Horn Lane and New Hall Lane. Note the latter statistics were accessed as a consistency check. It is relevant to note that the latter verified that AM/PM figures are in line with the 2017 census, in that they no longer show PM volumes higher than the AM volumes recorded in previous surveys.

### **D. Original developer Projections:**

- Both Barratts & Croudace traffic projections appear to be considerably under estimated, in all cases (bar southbound PM figures) they have already been exceeded.
- Croudace 2019 projection To/from Horsham A281 : AM:PM 448 & 507 (from Planning submissions as above - includes Deer Park numbers).  
2017 already 533 & 504
- Barratts 2018 to/from Shoreham A2037 : AM:PM 231 & 267 vehicles (from Planning submissions above - could find no reference to Deer Park volumes in their planning application) : 2017 already 254 & 230

### **E. Social factors which may impact volumes**

- Increase in home working
- Flexible working
- Increase in overall employment
- Increase in immigration
- Working longer hours (impact on PM return traffic)
- Workers travelling further for work

## **Traffic Issues and Options**

### **Observation**

The Lighting and Open Spaces (LOS) Committee of Henfield Parish Council has been engaged in consulting with the community on traffic problems and possible solutions. That piece of work and the neighbourhood plan are now working in parallel and the work is complementary not duplicating. The work of both groups has the same goals and is identifying very similar solutions. In due course a joint working group comprising members of the focus group and the LOS Committee may prove to be the best way forward.

### **Problems Raised**

Results of surveys by Parish Council

High St Congestion (incl by buses)	25
High St j/w Church Street Problems	9
Speeding	7
Car Parks and Parking	11
Parking	
Cycle Path – desire for more/better	19
Total	71

Evening and Saturday public event scores -

Parking enforcement being inadequate	11
Bus service - need for East-West routes and frequency	19
Footpaths - need to maintain and positive	17
Traffic volume concerns	11
Major road changes - by pass or one way system	8
Car parks- generally now sufficient except long stay	7
Community transport - need to be more aware of	3
Disabled parking bay, need for Uber, need for pillars at entrance to village, need for alternative to car, speeding	1 each



## **Options – including those under consideration by Henfield Parish Council**

The erection of barriers/fencing along the zig zag lines each side of the road by the One Stop store (maybe try temporary barriers to test concept). The purpose being that if people cannot access the pavement they may be less inclined to park there, even for a short time. It may be possible for One Stop to be persuaded to change their delivery practices but this has been tried before without success. WSCC Highways Department have advised against this scheme on safety grounds and other options are being explored.

The repainting of lines – both the white zig zag and the yellow lines, to make them more impactful. This has been done outside the fish and chip shop recently. The positioning of more visible and very clear signage regarding parking and loading/unloading restrictions in the High street.

The Parish Council should also explore what opportunities may be given by the change in law effective from 16<sup>th</sup> December 2017 to allow volunteers to be given more powers by the local Chief Constable to tackle issues of community concern. This change may provide an opportunity that has not existed before for the community to make a difference to its local environment.

The addition of more speed indication devices on the A281 by the Common and also potentially Barrow Hill/Nightingale Hill and on the Northern exit from the village on the A281.

The formation of a Community Speedwatch Scheme – this being a team of volunteers, trained by the police and with equipment to monitor and record the excessive, illegal speed of vehicles in order to report apparent offenders to the police who may send warning letters to them. Such a scheme exists elsewhere and that experience could be built upon. It would need police support and would be flexible in respect of where it could be deployed. This would also facilitate the gathering of evidence to facilitate more enforcement or other speed reduction measures including may be 20mph speed limit areas. This team has now been recently established and trained ready for deployment.

The construction of traffic calming measures in roads identified as being at high and persistent risk of excessive vehicle speeds.

The moving of the High Street bus stop from outside the stationary shop (the narrowest part of the High Street) to outside the George Public House where a dedicated space could be provided, given that the pressure on the village car parks is less since charging was introduced. This is still being discussed with the bus companies.

All these options will need to be agreed by the parish council and subsequently supported by the police or WSCC as well as in some cases securing funding from available s106 moneys.

## **Travel**

The group noted that few people were aware of the availability of community transport and that this figure remains stubbornly low – indeed it does beg the question as to how it could be better advertised or whether it is an appropriate expenditure at all as things stand.

The survey of car park usage in October 2017 suggested that one impact of the introduction of car park charges had been to reduce the pressure on spaces in the car park, sometimes at the expense of adjacent roads, probably because long stay parkers were not using the car parks in some cases preferring the spaces in the High Street. It is suggested that this may be encouraging people from nearby villages to come to Henfield and use the facilities more.

The bus timetables that are pertinent to Henfield were examined - the most common comments by members of the public were in respect of the lack of East-West bus routes to link to the railway system and the lack of frequency of service in the evening and at weekends. It is not clear in reality how many people would use those services as the company that took over the Sunday routes is now having to cut the service offering as it is not viable. This contrasts with the Horsham/Henfield/Brighton service additional service (now twice an hour, not hourly) which seems to have been well received. The exploration of what could be done to improve public transport, in particular the East/West routes, is closely linked with the community transport issue. At the same time the provision of better bus links to centres of employment such as Gatwick Airport and Crawley should be explored as the needs of commuters seem not to being well served at present. (Annex F)

The conversion of footpaths into bridleways to facilitate access from the Downslink to Henfield in the North and Small Dole in the South will need to be explored as it has been raised by a number of people – it does cross over into the local economy and infrastructure groups. Equally the provision of better facilities for cycles in Henfield should be looked at.

The parish council is considering what steps it could properly take to maintain and improve the network of footpaths that the village has – this being something people frequently expressed a desire to see happen.

## Annex A –Strengths, Weaknesses, Opportunities, Threats

<p><b><u>Strengths</u></b>  Pleasant rural ambiance  Lively local community  Numerous footpaths and bridleways giving pleasant access to town and surrounding countryside  Community bus and Volunteer transport  Abundant wildlife  Proximity to major commercial centres. e.g. Brighton Horsham Crawley and Gatwick  Proximity to National Park</p>	<p><b><u>Weaknesses</u></b>  Lack of practicable public transport  Lack of parking facilities and loading/unloading provision for commercial vehicles to service local businesses  Road carriageway widths and road layouts do not comfortably accommodate larger commercial vehicles.  Safety issues when approaching/overtaking cyclists, horseriders or pedestrians on major roads and no alternative routes available for such users  8 miles from nearest rail station and no direct public transport  Limited local business, and employment opportunities</p>	
<p><b><u>Opportunities</u></b>  Exploit environment for tourism  Aim to be a destination of choice for day trips  Encourage appropriate business and employment opportunities  Improved parking capacity  Possible bypass to East to ease traffic congestion  Traffic calming for major approach roads and principal thoroughfares  Development of an infrastructure to support the growth of electronically powered vehicles utilizing appropriate government initiatives.  Improved facility for cyclists to travel to and around Henfield and for the parking of cycles.</p>	<p><b><u>Threats</u></b>  Extensive inappropriate housing development eroding the community spirit and creating a car based commuter dormitory town  Road traffic, both through traffic and local, will dominate or overwhelm the major roads  No improvement to bus services. Existing services would be deemed uneconomic and be reduced  Lack of parking capacity will hinder access and create conflict with residents  Cyclists, horseriders and pedestrians are discouraged from these activities because of safety issues on major roads</p>	

## Annex B – Stakeholder Communications Strategy Grid

Stakeholder	Medium used for communication	Frequency of communication	Person/Group responsible for communication	What information can we get back from the stakeholder
Residents	Henfield Hub BN5 Parish mag Consultation meetings Survey Leaflet Drop Facebook	TBA with Steering Group. One-off survey	TBA with Steering Group as it is felt that communications need involve all focus groups.	Views, suggestions & information re journey requirements
Young People	Youth Club, Scouts and Guides	One-off survey	Transport & Traffic Focus Group	Views, suggestions & information re journey requirements
Drivers	Survey	One-off survey	Transport & Traffic Focus Group	Views, suggestions & information re journey requirements
Non-Drivers	Survey	One-off survey	Transport & Traffic Focus Group	Views, suggestions & information re journey requirements
Commuters (to include all types of transport, ie rail, bus, car, cyclists)	Survey	One-off survey	Transport & Traffic Focus Group	Views, suggestions & information re journey requirements
Businesses	Henfield Hub BN5 Parish mag Consultation meetings Survey Leaflet Drop	TBA with Steering Group. One-off survey	TBA with Steering Group as it is felt that communications need involve all focus groups.	Views, suggestions & information re journey requirements
Steering Group	Emails, meetings	As required	Focus Group Chair	Quality assurance of reports
Focus Groups who have a joint interest	Emails, meetings	As required	Focus Group Chair	Sharing of information and commonality of approach

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Henfield Parish Council Lighting & Open Spaces Committee	E mails Meetings	As required	Focus Group Chair	Common initiatives & information
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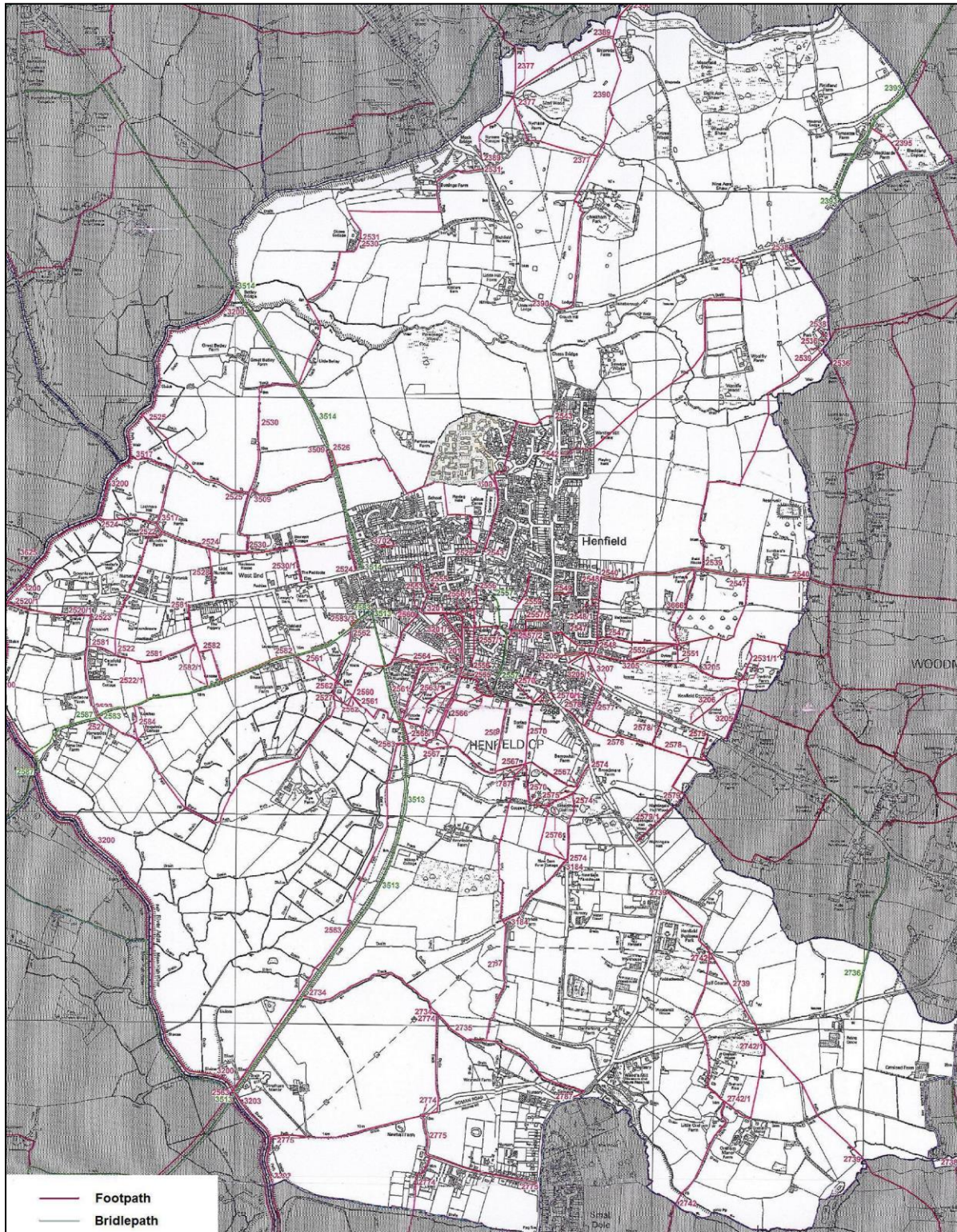
## **Annex C - Sources of Key Evidence Used.**

- Neighbourhood Plan Survey 2013 by Henfield Parish Council
- Neighbourhood Plan Survey 2014 by Henfield Parish Council
- Neighbourhood Plan Survey by Upper Beeding Parish Council
- Housing Needs Survey Report April 2014 for Henfield Parish
- Henfield Neighbourhood Plan State of the Parish Report June 2014
- Horsham District Planning Framework November 2015
- Henfield Neighbourhood Plan Survey August 2017
- AECOM Housing Needs Assessment Final Report October 2017
- Henfield Neighbourhood Plan Business Survey Report November 2017
- Henfield Neighbourhood Plan Young People's Consultation Report November 2017
- Henfield Neighbourhood Plan Focus Group Open Days 4<sup>th</sup> and 8<sup>th</sup> November 2017
- Henfield Neighbourhood Plan Site Presentation Public Meetings 14<sup>th</sup> and 28<sup>th</sup> November 2017
- Henfield Neighbourhood Plan State of the Parish Report January 2018
- National Planning Policy Framework
- Horsham District Planning Framework
- Bus timetables
- WSCC Traffic Data



## Annex D - Footpaths and Bridleways

### Map of Footpaths and Bridleways



## Annex E – Traffic Flow Data

		average	volumes	%	figures	@ 2.7%	32/102	34/172	difference	Projections
Morning										
Henfield Horsham		469	533	48%	320	375	383	391	36%	432
Henfield										
Horsham	Brighton	281	320	29%						
Henfield										
Horsham	Shoreham	235	264	24%						
	South total	516	584	52%	347	407	417	425	37%	
	Total		1116							
Evening										
Horsham	Henfield	477	504	51%	320	375	383	392	29%	379
Brighton										
	Henfield	247	247	25%						
Shoreham										
	Henfield	227	230	23%						
	South total	473	477	49%	307	360	368	377	26%	
	Total		981							

### Assumptions:

- 1 Little local employment for new residents
- 2 Assume 40% retired, unemployed or working from home
- 3 Assume 1 working adult per household in 60% of new homes
- 4 Assume second working adult per household in 40% of new homes
- 5 Assume 50% travel in the peak time
- 6 Assumptions on rate of occupancy of new homes between 2016-2019
- 7 Extrapolating Croudace figures to southbound traffic albeit their 2011 volumes are northbound, based on similarity of traffic in both directions



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- 8 Barratts 2012 figures on A2037 appear at odds with current volumes
- 9 Ditto comparing traffic on the A281 southbound when compared to the WSCC 2014 survey

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Vehicle  
volumes  
during  
peak hour

	compound growth projections based on 2017 survey									
	original volumes				projections Croudace*		croudace increase#	barratt increase#		
	Croudace 2011	Barratts 2012	WSCC 2014	Census 2017	Croudace* 2019	Barratts 2018	2019	2019	2019	
a281 north AM	320			533	448		12	22	672	8.9%
a281 north PM	320			504	507		12	22	626	7.9%
A2037 south AM		202		264		231	6	10	311	5.5%
A2037 south PM		238		230		267	6	10	246	flat
a281 south AM			235	320			7	11	417	10.8%
a281 south PM			255	247			7	11	268	flat
Total AM				1117					1400	8.2%
Total PM				981					1140	3.5%
Growth from original vols to current, projected to grow at same rate, plus volumes from new Croudace/Barratts homes										
* includes Deer Park projections from end 2015										
# Included in Croudace/Barratts projections, included pro rata from actual/projected occupancy										
									overall	6.1%

Current WSCC Small Dole  
numbers are within 2%  
am/pm

## **Annex F – Public Bus Services**

### **Public Bus services**

1. Stagecoach 17 Horsham- Brighton

Brighton - Horsham

Frequency: Mon - Sat (not bank hols) half hourly

Fri only Night bus at 0055 and 0317

2. Sussex Coaches 17 Horsham-Brighton

Brighton- Horsham

Frequency: Sun and Public hols 6 a day between 1000-1815

3. Compass 100 Burgess Hill- Henfield-Steypning-Pulborough

Pulborough-Steypning-Henfield-Burgess Hill

Frequency: Mon - Sat hourly

4. The Sussex Bus SH1 Henfield-Worthing and return

Frequency: Weds only dep HF 0942

dep WTG 1350

5 Compass 106 Henfield-Worthing and return

Frequency: Tue, Wed, Fri dep HF 0930

dep WTG 1300

6. Compass X3 Henfield-Holmbush and return

Frequency: Tue/Thu dep HF 1017

dep HLM 1250

Information sourced from online timetables on bus company websites 31 Oct 17